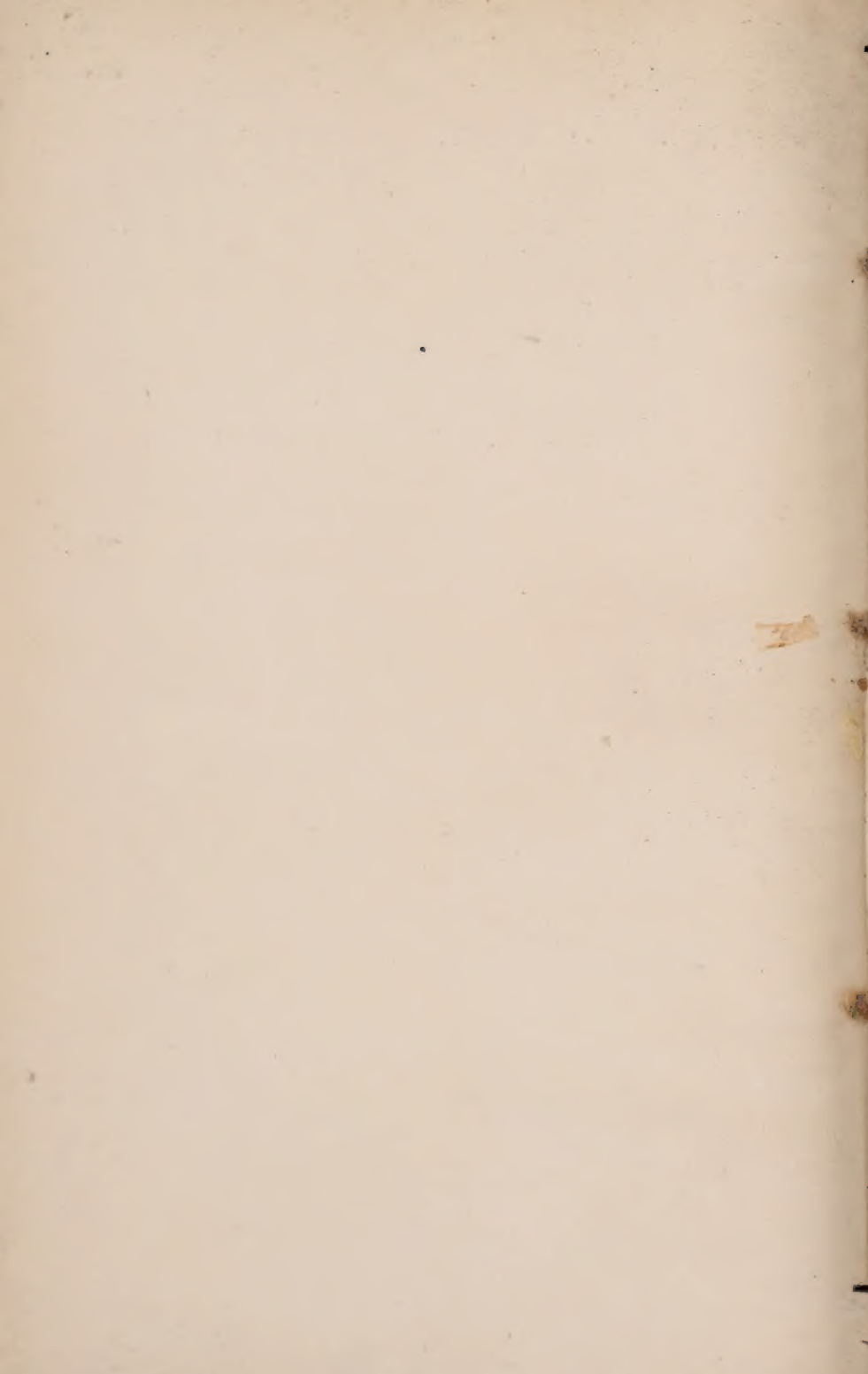


DEPARTMENT  
OF THE  
INTERIOR  
1-950



Ac 1003.7

Library of Sheldon Jackson  
presented to the  
Presbyterian Historical Society.









## Trip of 1900

Monday April 23<sup>rd</sup>

Took the morning train on the Pennsylvania R.R. to Chicago. occupying a Chair car to Pittsburg & a Sleeper from Pittsburg to Chicago.

Tuesday April 24<sup>th</sup>

Dr Eugene S. Millard met me while at breakfast at the Union depot Chicago. After breakfast visited the Dental College, for which he is a Professor. Then we called on Dr Wm C. Bray of the Interior. I also called upon Mr P.B. & Eli Ware. Did not see Mr P.B. Also called at the office of the North American Trading & Transportation Company. About noon called at Rev L. G. Abrahamson D.D. a

Lutheran Minister at No 2823  
 Princeton Ave to meet him and  
 Rev P. S. A. Lindahl with reference to  
 securing a Colony of Hims for Alaska  
 After lunch visited the Establishment  
 of J. Manz Engraving Co 195 Canal<sup>St</sup> Where  
 the half tone illustrations for the  
 Reindeer Report were being made.  
 Purchased ticket over Chicago & North  
 Western R.R. Oregon Short line and  
 Northern Pacific Railroads to Seattle  
 for \$35<sup>75</sup>. Dr Willard met me at Dept  
 about 6 P.M. His phone number is  
 Lake 485.

Wednesday April 25

While at the Omaha depot had a  
 Conference with  
 Ran through heavy rains and  
 snow squalls in Nebraska -  
 Snow between Cheyenne & Green River



Thursday April 26<sup>th</sup>

Wyoming & Utah very wet. Good for the stock ranges. Reached Salt Lake City at 3 P.M. Rev Dr Mc-Niece met me at the depot. We went directly to the Architect's office to look over plans for college building. After which we went to Collegiate Institute for dinner. In the Evening there was a meeting of the college Trustees at the office of Judge Mc-Millan. A paper was passed stating more fully than had been done before that the Trustees had accepted certain lots in Washington deeded to them by myself & wife <sup>as a</sup> full equivalent for the \$50,000 mentioned in my letter of May . Went home for the night with

Discussed College matters until after midnight

1900

Friday April 27<sup>th</sup>

Heavy rains had laid the dust  
through Idaho -

Saturday April 28<sup>th</sup>

Reached Portland on time. After break-  
called on my niece Miss Elizabeth J  
Norcross. After dinner we called  
at Mr Ladd's, meeting the family +  
Mrs M. R. Andrews. Took sleeper to Seattle

Sunday April 29<sup>th</sup>

Reached Seattle in the morning.  
Met Mr W. J. Doty at Occidental Hotel.  
Attended the 1<sup>st</sup> Pres Ch in the A. M.  
In the evening Mr Doty + myself made  
addresses at the Minister's Pres  
Ch. Rev Mr Gilchrist Pastor.

Monday April 30<sup>th</sup>

Met J. J. Lindseth and Fritz Willard  
Hired Ole Krogh to take charge of

... 400. ...  
 ... 40. ...  
 ended purchasing Reindeer ...  
 and other Supplies.

Monday, April 30<sup>th</sup> Telegraph ...  
 ...  
 Mr. Trevig's appointment as ...  
 master at ...

Said taxes on Seattle property ...  
 ... 2<sup>nd</sup>

...  
 at the Stanley's ...  
 ...

Mailed Northwest Investment ...  
 ... \$1, ...  
 ... \$11,000 ...  
 ...

27 is a volume 4<sup>th</sup> —

1. *Hyla* *Krogeri*  
 2. *Hyla* *Krogeri*  
 3. *Hyla* *Krogeri*  
 4. *Hyla* *Krogeri*  
 5. *Hyla* *Krogeri*  
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 97. *Hyla* *Krogeri*  
 98. *Hyla* *Krogeri*  
 99. *Hyla* *Krogeri*  
 100. *Hyla* *Krogeri*

2. Monday June 5<sup>th</sup>

[illegible]

Monday, Dec 6<sup>th</sup>

... called on the ...  
... was about ...







at 11.30 AM. The weather was fine and the

at 11.30 AM. The weather was fine and the

Monday May 8<sup>th</sup>

The weather was fine and the

The weather was fine and the

The weather was fine and the

The weather was fine and the

The weather was fine and the

The weather was fine and the

The weather was fine and the

The weather was fine and the

The weather was fine and the

The weather was fine and the

The weather was fine and the

The weather was fine and the

The weather was fine and the

The weather was fine and the

The weather was fine and the

The weather was fine and the



2.2. 1900

From a report of Captain A. J. ...  
 ... Methodist ...  
 ... mission is in ... of ...  
 ... a better location 4 miles ...  
 ... they will have more room.  
 ... 7.45 ... again under way.

Under Jan 15<sup>th</sup>  
 ... Kichikan. Temp noon  
 ... 11.30 ...  
 ... with ...  
 ... Kichikan ...  
 ... trip ...  
 ... anchored at 10.05 PM.

Monday Aug 14<sup>th</sup>  
 ... Kichikan ...  
 ... 4° 10' ...  
 ...  
 ... 4° ...  
 ... 10.

May 15<sup>th</sup> ~~Thursday~~ <sup>Wednesday</sup>  
 Temp. 40° and 42°  
 Wind 50-60 schools, 105 1/2 + 2, 11

in addition school. Has the  
 in the morning. Also various  
 Had various Conferences. Some with the  
 work with teachers & officers. Took  
 11:00 & 12:00 on the "P.O." 11:00  
 for the morning. Good with the  
 back. During the evening called  
 Mrs. Tiller.

May 16<sup>th</sup> - Thursday

Temp. 51° and 50°. During the  
 morning call on Father Anthony  
 Priest of the Sacred Heart Church  
 in the morning with him. & Estelita  
 a woman & 1 boy, that were from  
 the Court in Winona, were  
 on board to be taken to the  
 and was that they were

and 2 women to Port Clarence.

Met some men during the day  
 including C. Brown, who had been  
 in the U.S. for years - Had a pleasant  
 interview concerning the progress in  
 the of relations in the region.

Found some fine specimens of  
 fossils in the strata at the  
 station at Cape Prince of  
 Wales. Saw a few of the  
 natives. The natives met us  
 during the day.

At the close of the day  
 the natives married in the evening.  
 The ceremony was very simple  
 and the natives, both being in the  
 presence of the natives.

Sunday Dec 1, 1891

N 4, 10. 4. 40. 40. 40.



Ad 1900

13

and Mr W. L. McBride also were  
 ...  
 ... for Stone, & the ...  
 ... 4.30 P.M.  
 ... passed out of ...

Friday May 1<sup>st</sup>

Lat.  $10^{\circ} 56' 48''.54''$  Longitude ...  
 ...  
 This is the anniversary of ...  
 ...  
 ... to anything. Lay in the ...  
 ... all day.

Lat. ... 1<sup>st</sup>

Lat.  $10^{\circ} 56' 44''.15''$  Longitude  $140^{\circ}$   
 ...  
 124.

Sunday May 20<sup>th</sup>

... a ... (56° 21' 02" long 151, 20'  
 ... 44° N 44° ...  
 ... and ...  
 ...

June, July, 21

1. 55° 5' "60" long (N) 130° 4'.  
 2. 45° 30' 41° miles 1/2. v.  
 3. 45° 30' 41° miles 1/2. v.  
 4. 45° 30' 41° miles 1/2. v.  
 5. 45° 30' 41° miles 1/2. v.  
 6. 45° 30' 41° miles 1/2. v.  
 7. 45° 30' 41° miles 1/2. v.  
 8. 45° 30' 41° miles 1/2. v.  
 9. 45° 30' 41° miles 1/2. v.  
 10. 45° 30' 41° miles 1/2. v.

March 25

Latitude  $40^{\circ}$  N. Longitude  $140^{\circ}$  W.  
 40 N. 140 W.  
 H. 1000 Fathoms

He also visited the village  
and improved the choir. Found  
the school in good condition in  
the hands of Mr. F. A. Golder <sup>the teacher</sup> and  
the house was repairing.



54<sup>th</sup>

Temp 45° Mer 3°. At 5.45

- to the W. end at 7.30

Temp 44° Mer 3°. At 6.15

Temp 44° Mer 3°. At 6.15

Temp 44° Mer 3°. At 6.15

Temp 44° Mer 3°. At 6.15

Temp 44° Mer 3°. At 6.15

Temp 44° Mer 3°. At 6.15

Temp 44° Mer 3°. At 6.15

Temp 44° Mer 3°. At 6.15

Temp 44° Mer 3°. At 6.15

Friday May 25<sup>th</sup>

Temp 44° Mer 43°. At 12.15

Temp 44° Mer 43°. At 12.15

Temp 44° Mer 43°. At 12.15

Temp 44° Mer 43°. At 12.15







at Unalaska

Monday May 2<sup>nd</sup>

Left at 45° N 43° W - 1<sup>st</sup> day

in the morning, 1<sup>st</sup> day  
in the afternoon, 1<sup>st</sup> day  
in the evening, 1<sup>st</sup> day  
in the morning, 2<sup>nd</sup> day  
in the afternoon, 2<sup>nd</sup> day  
in the evening, 2<sup>nd</sup> day

Left at 45° N 45° W - 1<sup>st</sup> day

in the morning, 1<sup>st</sup> day  
in the afternoon, 1<sup>st</sup> day  
in the evening, 1<sup>st</sup> day  
in the morning, 2<sup>nd</sup> day  
in the afternoon, 2<sup>nd</sup> day  
in the evening, 2<sup>nd</sup> day

Left at 46° N 46° W - 1<sup>st</sup> day

in the morning, 1<sup>st</sup> day  
in the afternoon, 1<sup>st</sup> day  
in the evening, 1<sup>st</sup> day

Also rough sea, heavy

in the morning, 1<sup>st</sup> day  
in the afternoon, 1<sup>st</sup> day  
in the evening, 1<sup>st</sup> day

Left at 47° N 47° W - 1<sup>st</sup> day

in the morning, 1<sup>st</sup> day  
in the afternoon, 1<sup>st</sup> day  
in the evening, 1<sup>st</sup> day

Left at 48° N 48° W - 1<sup>st</sup> day

June 10, 1912

Lat  $61^{\circ} 41'$  Long  $16^{\circ} 15'$ . Cloudy, rain  
 now. No wind. Rotten  
 sick. At 2.50 commenced  
 our voyage. At 3.20 the  
 engine started. At 4.00  
 we were back the ship.

June 11, 1912.

Lat  $61^{\circ} 41'$  Long  $16^{\circ} 15'$  min.

Lat  $42^{\circ}$  Long  $46^{\circ}$  from 46

we were back the ship. At 10.30 the Bear  
 in the pack. When we were  
 in the next morning.

June 12, 1912.

Lat  $62^{\circ} 1'$  Long  $16^{\circ} 40'$  min.

on 0° N 26° E ...  
... from the park the ...  
... road to the north,  
... water, ... & the  
... to the south, ...  
... Dora's view, ...  
... & ...  
... following leads of  
... at 11 am ...  
... & ...  
... to the ... in a ...  
... of a wave. The ...  
... but ...  
... Dora ...  
... was ... - 11.  
... There ...  
... the ...  
... in the ...  
... the ...

and went through the ice, gave up  
and went to a low slope, then went  
out and, pulling on the main line  
again, again into the ice, until she  
had forced her way through to cold  
ice again. Until 6.50 <sup>PM</sup>. When the  
light was, then, the ice was  
as far as could be seen in  
the light was tied up to the ice.

Mon June 4<sup>th</sup>

at 02° 20' N. 167° 21'. Depth  
at 11.3 Fms. in  
the place during the night and the  
day was 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833,

At 4.10 AM we ~~left~~ <sup>drove</sup> leaving camp, and  
in 15 min. + made to main an-  
ticipation on the ice northward  
we again turned & for the 2<sup>nd</sup>  
time drove down south.



Working slowly through the ice  
 at 1.30 PM turned & worked to the  
 seaward through the ice. As we  
 passed within sight again of the shore  
 motor & Holland, their cigar, & we  
 moved with passengers watching the  
 Bear sail through the ice. We were  
 afterwards met at shore, and it  
 was the greatest sight of the voyage  
 & worth the cost of the trip to  
 witness. As we returned to the  
 shore we were adding greatly to  
 the excitement of the situation. The  
 Indians at the wharf as if we were  
 again a warship & Company to  
 the unknown war, but in the  
 of a side war from the  
 north, when an Indian war kept  
 the line of water, and the line of



[illegible]

Wednesday, Jan 6

[illegible]



1900

27

Liebert, & that it will do over the  
Horned Mr Ketcher a former teacher.  
man, now a surveyor at home, and  
with him called on Mr & Mrs Ho-  
more of the Friends Mission at Kot-  
sumin' that in Dr Mrs D. M. R. K. in  
the West - I received Ho, his  
letter & found he was, & was  
wrote to describe our mission with the  
Union invitation was accepted.

Friday June 8<sup>th</sup>

[illegible]





4. at 1,00

29

He killed three c. shrikes in  
one in the corner & two seen at  
bridge point. At 4-4.50 saw one  
" " " " " " "  
at corner - used under it  
one c. shrike. A feeding

Sunday June 10<sup>th</sup>

*[Faint handwritten notes]*

is very dark at their quarters on  
Wednesday Nov. 11<sup>th</sup> P.M.  
Temp Noon 45° Midnight - 40°  
Wind S.W. light breeze

It was a fine day, the sun was shining  
and the wind was - the temperature  
was about 80° (K. & L. m. m.). The  
sun was shining and the wind was

(Continued from p. 10 - 11)

at 4:45 came within 200 yds of  
the main line of the ...

... that was ... in the ...  
... encounters, ( ... )

... to the ship

... on 12<sup>th</sup>

... 40° N 34° W. ... 23. ...

... arrived ... the ...

... time ... weather ...

... 10 ...

Port Clarence

... 1<sup>st</sup>

... King ... Temp ... 36°

... 10 ... 12:40 ...

... supplies to ...

... k. ...

... the ...

4. ad. 1900

31

[illegible]





... is the ... to ...  
 ... ..  
 ... .. two small ...  
 ... ..

... ..

... ..  
 ... ..  
 ... ..  
 ... ..  
 ... ..  
 ... ..

... ..

... ..  
 ... ..

... ..

... ..  
 ... ..  
 ... ..  
 ... ..

... in ... . From the ...

... in ... ..

... ..

... ..

... 45° ... ..

... ..

... ..

... ..

... ..

... ..

... ..

... ..

... ..

... ..

... ..

... ..

... ..

... ..

... ..



along the bottom edge - and

... and ...

... This effect was ...

... 30°

... 30° ... 43° ... 46°

... 20° ... at ...

... ...

... ...

... ...

... ...

... ...

... ...

... ...

... ...

... ...

... ...

... ...

... ...

... ...

... ...

... ...

... ...





At 1 P.M. the Steamer stopped at  
 off Uruklik & an officer was  
 with the 2<sup>nd</sup> Cutter to land me.

Mr. [unclear] Dr. Garret was a [unclear]  
 and able to arrange going  
 up to the station. As it was important  
 that I should have an interpreter in [unclear]  
 moment with the [unclear] & [unclear]  
 to the [unclear] to go up with me. [unclear]  
 Kindly [unclear] to do. See Page

Wednesday June 26<sup>th</sup>

Left [unclear] 36° N at 4<sup>h</sup> 16<sup>2</sup> miles at 11:30  
 and a boat came after me from the [unclear]  
 and I arose & went aboard. [unclear] was 10.50

leaving the ship at 3.40 a.m. [unclear]  
 some time [unclear] however began the [unclear]  
 and John I. [unclear] & [unclear] were [unclear]  
 at that time at 10.50 a.m. [unclear]

being on board, the "Pia" was  
 way for some. Found some  
 Mr. Shepard & Mr. <sup>Quobane</sup> ~~Quobane~~  
 from St. Michael.

Wednesday June 2<sup>nd</sup>  
 Left at 44° N 43° W 10.55<sup>1</sup> AM.  
 The wind at 4.00 AM. Was variable.  
 Dr. "Carter". In the afternoon we  
 moved on 2<sup>nd</sup>

44° N 44° W. Wind 4<sup>th</sup>  
 to 6.00 AM. To 7.00 AM. To 8.00 AM.  
 Then 4<sup>th</sup> wind, but Captain took on  
 a 10.00 AM. 7.00 AM. 10.00 AM. 5.00<sup>1</sup>  
 & 10.00 AM. 10.00 AM. 10.00 AM.  
 who wished to visit his boat & a  
 10.00 AM. He also gave permission  
 to Mr. Kirk to accompany me.  
 The 10.00 AM. returned to the  
 10.00 AM. At 10.55 PM. The 10.00 AM.

Friday June 29<sup>th</sup>

Lat.  $45^{\circ}10'$  Long  $16^{\circ}04'$  Temp  $3^{\circ}$   
 and  $41^{\circ}$  Miles 182<sup>3</sup> The day began  
 with a heavy fog, the  
 water rising up to 5 fathoms in  
 the Anchored at 9.55 P.M.

Saturday June 30<sup>th</sup>

Lat.  $45^{\circ}00'$  Long  $16^{\circ}49'$  Miles 41.  
 At 6.15 am the fog lifted, but  
 we had passed into & up the  
 mouth of Port Jackson in the fog and  
 arrived before without knowing it  
 & were now near Trinity Harbor. The  
 ship was going away and at 6.45  
 a.m. was anchored in front of Reim  
 lation. Work was at once commenced  
 landing Mr. Lewis & family, Mr. &  
 Mrs. Morris and an Irishman  
 who in the boat was made.

Returning to the ship at 2.30 PM  
 we steamed down to Point Spencer  
 and at 5.10 PM anchored at the  
 end of it. An officer boarded the  
 tender "Penguin" At 6.15 PM we  
 were again underway and at 10.25  
 PM anchored at Lark.

During the month the Bear na-  
 made 464.1 mi. under steam & at  
 1291<sup>2</sup> under sail, a total of 1755.

Monday June 1<sup>st</sup>

Spent the day at the Bear Kirk & the  
 the crew of the ship in the morning  
 finishing a disposition on the part  
 of the ship to have a service, which  
 was put around among the crew  
 but then would be, thinking in  
 the mind of the crew at 11  
 o'clock. When the time came

between 40 & 50, persons assembled  
of them being women. He was  
killed, reached the ground  
and was given a decent burial in  
his own grave, the first and last  
view of the place.

[illegible]



W. C. L. - D. S. in. at 7:30 Pm  
 a - W. C. L. for King Island.  
 Mr. K. L. R. - D. S. in. at 7:30 Pm  
 a - W. C. L. for King Island.

W. C. L. - D. S. in. at 7:30 Pm

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 W. C. L. - D. S. in. at 7:30 Pm  
 a - W. C. L. for King Island.  
 Mr. K. L. R. - D. S. in. at 7:30 Pm  
 a - W. C. L. for King Island.



Oct. 1, 1900

45

Thursday June 1<sup>st</sup>

Thermometer mid night 41°

Friday June 6<sup>th</sup>

Therm 40° at 46° clouds & fine

Steam launch from

to morning & evening

to the point of the

to the point of the

to the point of the

to the point of the

to the point of the

to the point of the

to the point of the

Therm 46° at 40°

Sunday July 8<sup>th</sup>

Therm 40° at 46°

to the point of the

to the point of the

Therm 46° at 40°

At 2.50 A.M. Kayia one of the  
... taken from the ...  
... monia and ...  
... was ...  
... 50 ...  
... with the body, ...  
... the ...  
... was tied up in ...  
... tion, ...  
... mountain & ...  
... 4, ...  
... to the ...  
... and a ...  
... some

Aug. 1900

47

not a year, I believe. Ray & Na B.  
The above is a very good one.  
The above is a very good one.  
The above is a very good one.  
The above is a very good one.

1/20, 1/20, 1/20, 1/20

The weather was very fine  
and we went for a walk  
in the park. The children  
were very happy and  
played for hours. We  
also had a picnic under  
the big trees. The food  
was delicious and we  
all enjoyed it very much.  
The day was indeed a  
very pleasant one.







transported from the ship was  
 Captain St Bernard. . . .  
 of two men & some horses & in  
 a overturn - Cassin's, from

Sunday 15<sup>th</sup>

47° N & 30° W miles 27.

Left at 8 AM - went down & passed  
 in the afternoon. After  
 a down to the beach, our boat  
 stood that day, then pulled  
 around to the beach where we  
 were. Took much of the time  
 after lunch attended the O'Connell  
 in the second ship. Then  
 joined the second, but had a  
 with me. Returning to  
 about 4 PM the Captain  
 decided to make a trial. In  
 passing through the surf, the boat

weller find with wave & 11.  
 commenced. Reaching the ship  
 we found Mr. J. Martin on  
 the 5th canoe. Changing our  
 elements at 5:30 PM the sea  
 was more wave & for some  
 time H. & W. had been sick at 11:15  
 we had stopped off the rock and  
 then a heavy rain. He found  
 a very sick man, & gave  
 him.

Monday 16

from 32° N. 17° W. miles 75  
 at 11:40 we came ashore and  
 found a small house in the  
 middle of the island & a small  
 house on the shore. We found  
 the house on the shore to be  
 the house of the people.

and his boat and the old Kana-  
 M. Yander, Chuone, Konan, and K.  
 and Tinkler, K.K. Nander.

at 5.30 P.M. at which time we  
 - in deer station and in the  
 U.S. Transport Seward was also in  
 station at 5 P.M. Then we

made a landing and in the  
 morning we were loading goods  
 at 5 P.M. the deer station was

made and the captain  
 at 11.15 a letter to the District  
 was sent and to the

to transfer with the deer  
 station in the deer station  
 and people were left in the

the deer station was done  
 Sunday May 17<sup>th</sup>

the day 52° at 47° at 11  
 at 12.20 at which time we



returned to the deck, it was  
 struck at 2.10. am. The ship  
 was in a - 60° W. bearing  
 and in 50° N. latitude. The  
 ship's name, Captain Bond, and  
 the ship's name, with a full, the  
 ship's name, and the ship's name  
 the ship's name was a 16. 10. 1880.  
 The ship's name was 1. 10. 1880.  
 The ship's name was 1. 10. 1880.  
 The ship's name was 1. 10. 1880.  
 The ship's name was 1. 10. 1880.



in 18. Capt. P. & Walter anchored  
off village 7.15 am. Dr Hawley & myself  
went ashore 3.05 PM under way.

19<sup>th</sup> At noon went ashore with  
Dr Hawley & a number of officers on  
Krusensler's little dory. 3.10 PM  
under way. 7.40 PM anchored  
off Cape. 10. PM under way  
See along shore

20<sup>th</sup> 12.25 am anchored off "Isle"  
PM  
2.40 PM under way with native boat  
low. Interpreter came aboard  
4.45 PM Stopped off Suchowan Island  
a native 5.10 under way 7.50 am  
stopped off Schultze. Scattered ice  
8.10 PM under way working thro' drift  
ice for Cape Serdze. 11.35 PM Stopped in ice  
21<sup>st</sup> 12.25 am stopped & communicated  
with the deer men. 3.15 am under way

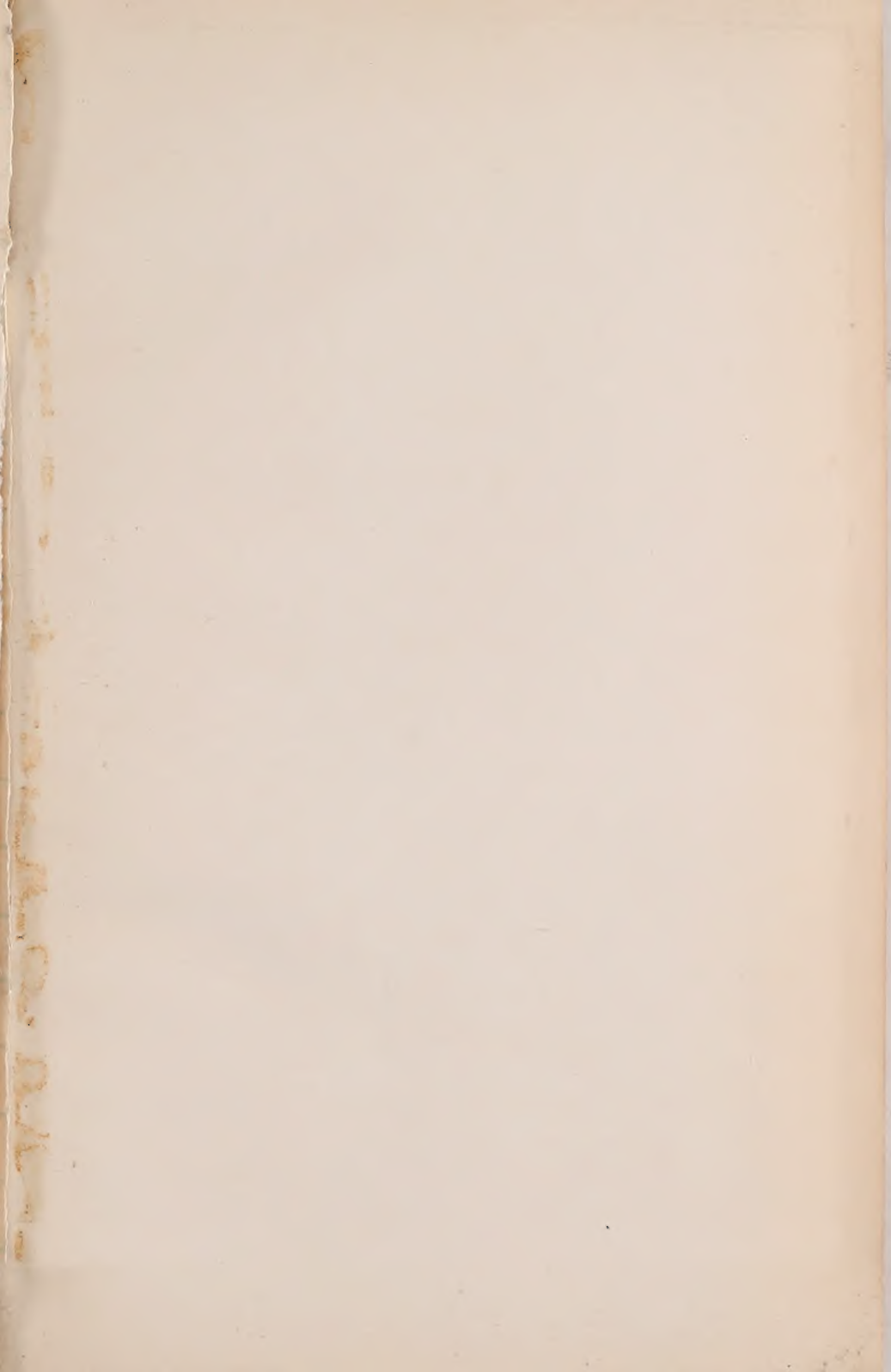
2-3.15 am in head off 11th barrow.

5. am underway to Bar ice, on afternoon

8. am board 4 deer & moose, 7.20 PM under  
 way through drift ice bounding Cape Serge  
 10.25 PM anchored west of Cape Serge of the  
 Page.

8.7M underway

22<sup>nd</sup> Received 25 deer on board 8.55-  
 23<sup>rd</sup> Hunt ~~that~~ & then 2 deer used last  
 4 + xcurse use Bay for anchored 3.35-  
 24<sup>th</sup>





Abstract from the Log of the U. S. S. BEAR from July 24 to August 10.

Arrived.	Place.	Left.
July 24, 3:35 A.M.	Lutke Harbor, Siberia	July 26, 9:10 A.M.
" 26, 10:15 P.M.	Indian Point, "	" 27, 3:15 A.M.
" 27, 5:30 A.M.	Butankof Bay "	" 27, 9:25 A.M.
" 27, 2:40 P.M.	North West Cape, St. Lawrence Id.	" 30, 9:35 P.M.
" 31, 4:40 A.M.	Indian Point, Siberia.	" 31, 8:45 A.M.
" 31, 11:15 P.M.	King's Island	August 1, 12:30 A.M.
Aug. 1, 7:15 A.M.	Teller Station, Port Clarence.	" 1, 10:25 A.M.
" 1, 12:00 M.	Point Spencer.	" 1, 12:45 P.M.
" 2, 10:40 P.M.	Stuart Island	" 3, 3:00 A.M.
" 3, 4:30 A.M.	Saint Michael.	" 3, 6:15 P.M.
" 3, 10:50 P.M.	Unalaklik.	" 5, 2:00 A.M.
" 5, 8:50 A.M.	Saint Michael.	" 7, 12:05 A.M.
" 7, 5:00 A.M.	<i>Unalaklik</i>	" 7, 10:20 P.M.
" 8, 1:50 P.M.	Nome River.	" 8, 3:20 P.M.
" 8, 3:25 P.M.	Nome.	" 9, 9:15 P.M.
" 10, 9:05 P.M.	King's Island.	" 11, 5:30 A.M.

U. S. Steamer .....

SUBJECT :

No. of Inclosures, .....

